

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

50

King William County
Town of West Point

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
Bypas - Bypass Route	
Truck - Truck Route	
ALT 	ALT - Alternate Route
	Wve - Wve Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division

2002
Annual Average Daily Traffic Volume Estimates By Section of Route
King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
30	7.75	3200	G	66%	2%	3%	6%	23%	0%	F	0.079	F	0.626	3200	G	2002	
30	4.37	4100	G	66%	2%	3%	6%	23%	0%	F	0.079	F	0.517	4100	G	2002	
30	8.39	4300	G	79%	1%	3%	2%	17%	0%	F	0.077	F	0.560	4300	G	2002	
30	8.34	2900	G	79%	1%	3%	2%	17%	0%	F	0.076	F	0.614	2900	G	2002	
30	5.62	3300	G	79%	1%	3%	2%	17%	0%	F	0.073	F	0.674	3300	G	2002	
30																	
Town of West Point																	
30	2.19	3300	N	79%	1%	3%	2%	17%	0%	N	0.073	N	0.674	3300	N	2002	
30	0.25	15000	G	87%	1%	3%	1%	8%	0%	F	0.083	F	0.657	15000	G	2002	
30																	
33 30	0.25	15000	G	87%	1%	3%	1%	8%	0%	F	0.083	F	0.657	15000	G	2002	
33	0.48	15000	G	87%	1%	3%	2%	6%	0%	F	0.085	F	0.649	15000	G	2002	
296	0.40	1100	G	97%	0%	1%	0%	1%	0%	F	0.087	F	0.535	1100	G	2002	
296																	
298	0.53	490	G	97%	0%	2%	0%	0%	0%	F	0.095	F	0.521	490	G	2002	
298	0.22	1900	G	97%	0%	2%	0%	0%	0%	F	0.096	F	0.647	1900	G	2002	
298																	
King William County																	
360	2.32	16000	G	91%	0%	3%	1%	5%	0%	F	0.094	F	0.74	16000	G	2002	
360	2.77	15000	G	91%	0%	3%	1%	5%	0%	F	0.096	F	0.737	15000	G	2002	
360	3.34	12000	G	91%	0%	3%	1%	5%	0%	F	0.085	F	0.644	12000	G	2002	
600	1.30	30	R											NA		03/01/2001	
600	4.35	270	R											NA		03/01/2001	
600	2.40	170	R											NA		04/23/2001	
600	2.75	380	G	91%	0%	1%	6%	1%	0%	F	0.111	F	0.629	380	G	2002	
600	1.86	390	G	91%	0%	1%	6%	1%	0%	F	0.109	F	0.566	390	G	2002	
600	2.39	1300	G	91%	0%	1%	6%	1%	0%	C	0.090	F	0.648	1400	G	2002	
600	2.68	980	G	91%	0%	1%	6%	1%	0%	F	0.079	F	0.754	980	G	2002	
600																	

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						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(600)	2.87	670	G	91%	0%	1%	6%	1%	0%	F	0.109	F	0.615	670	G	2002	
(600)	3.24	340	G	91%	0%	1%	6%	1%	0%	F	0.134	F	0.696	340	G	2002	
				From	Caroline County Line												
(601)	2.80	410	R			50-614						NA			NA	05/03/2001	
				To	SR 30 West												
(601)	1.00	520	R			From	SR 30 East						NA			NA	05/03/2001
				To	Caroline County Line												
				From	0.18 MW 50-604							NA			NA	05/01/2001	
(602)	0.18	40	R														
				To	50-604							NA			NA	05/01/2001	
(602)	0.30	20	R			To	0.30 ME 50-604									NA	1998
				From	50-600							NA			NA	05/03/2001	
(603)	1.25	90	R			To	Dead End									NA	05/03/2001
				From	50-605 SOUTH							NA			NA	05/16/2001	
(604)	0.68	520	R														
				To	US 360							NA			NA	05/16/2001	
(604)	5.95	280	R														
				To	50-652							NA			NA	05/01/2001	
(604)	0.86	150	R														
				To	50-605 NORTH							NA			NA	05/01/2001	
(604)	1.88	620	G	96%	0%	2%	0%	2%	0%	F	0.124	F	0.655	620	G	2002	
				To	50-614							NA			NA	05/01/2002	
(604)	2.70	240	G	96%	0%	2%	0%	2%	0%	F	0.111	F	0.542	240	G	2002	
				To	SR 30 EAST							NA			NA	05/01/2002	
(604)	2.90	870	G	96%	0%	2%	0%	2%	0%	C	0.109	F	0.723	870	G	2002	
				To	50-628							NA			NA	05/03/2001	
(604)	3.50	70	R														
				To	50-600							NA			NA	05/03/2001	
				From	Dead End							NA			NA	05/16/2001	
(605)	0.60	30	R														
				To	50-604 EAST							NA			NA	05/16/2001	
(605)	2.60	140	R														1998
				To	50-604 WEST							NA			NA		
(605)	2.92	1500	G	96%	0%	2%	1%	1%	0%	C	0.099	F	0.853	1500	G	2002	
				To	US 360							NA			NA		
(605)	2.37	1000	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.515	1000	G	2002	
				To	50-604 WEST							NA			NA		
				From	Dead End							NA			NA		
(606)	0.20	60	R														
				To	50-611							NA			NA	05/14/2001	
(606)	0.86	1800	G	96%	0%	2%	0%	0%	0%	C	0.107	F	0.705	1800	G	2002	
				To	50-1216							NA			NA		
(606)	1.27	440	G	96%	0%	2%	0%	0%	0%	F	0.14	F	0.508	440	G	2002	
				To	50-608							NA			NA		
				From	SR 30							NA			NA	1998	
(607)	0.50	190	R														
				To	50-608 WEST							NA			NA		

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						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(607)	1.68	60	R			From	50-608 EAST					NA			NA		05/14/2001
(607)	0.03	40	R			To	50-643					NA			NA		1998
(608)	1.75	40	R			To	50-600					NA			NA		05/01/2001
(608)	2.40	100	R			From	50-600 WEST					NA			NA		05/01/2001
(608)	3.30	470	G	97%	0%	2%	0%	1%	0%	C	0.112	F	0.691	470	G	2002	
(608)	1.10	400	G	97%	0%	2%	0%	1%	0%	F	0.118	F	0.647	400	G	2002	
(608)	3.63	570	G	97%	0%	2%	0%	1%	0%	F	0.112	F	0.549	570	G	2002	
(609)	2.20	270	G	91%	1%	3%	0%	4%	0%	C	0.109	F	0.5	270	G	2002	
(609)	3.62	200	R			From	50-608					NA			NA		05/03/2001
(610)	3.70	210	R			To	50-600					NA			NA		05/01/2001
(610)	1.60	210	R			From	50-605					NA			NA		05/01/2001
(610)	2.79	140	R			To	SR 30 EAST					NA			NA		05/03/2001
(610)	0.71	110	R			From	SR 30 WEST					NA			NA		05/03/2001
(611)	2.84	740	G	96%	0%	2%	1%	1%	0%	C	0.102	F	0.6	740	G	2002	
(611)	0.70	1200	G	96%	0%	2%	1%	1%	0%	F	0.114	F	0.507	1200	G	2002	
(611)	0.76	2300	G	97%	0%	2%	0%	1%	0%	C	0.107	F	0.676	2300	G	2002	
(611)	0.62	250	R			From	US 360					NA			NA		03/22/2001
(612)	0.75	130	R			To	Dead End										
(612)						From	SR 30 WEST										
(613)	1.60	10	R			To	SR 30 EAST										03/01/2001
(613)						From	50-618										
(613)						To	50-618										03/01/2001
(614)	2.28	900	G	97%	0%	2%	0%	0%	0%	C	0.118	F	0.807	900	G	2002	
(614)	2.00	490	G	97%	0%	2%	0%	0%	0%	F	0.125	F	0.817	490	G	2002	
						To	50-601										
						From	Hanover County Line										
						To	50-615										

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King William Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(614)	1.39	410	R			From	50-615					NA			NA		05/01/2001
						To	50-604										
(615)	2.88	580	G	97%	0%	2%	0%	0%	0%	F	0.121	F	0.843	580	G	2002	
						From	Hanover County Line										
(615)	3.52	220	G	97%	0%	2%	0%	0%	0%	C	0.122	F	0.593	220	G	2002	
						To	50-652										
						From	50-604										
(616)	1.10	30	R			From	Dead End					NA			NA		04/23/2001
						To	SR 30										
(616)	0.85	70	R			From	50-617					NA			NA		04/23/2001
						To	0.85 MN 05-617										
(616)	0.35	20	R			From	Dead End					NA			NA		04/23/2001
						To	SR 30 WEST										
(617)	0.50	150	R			From	50-616					NA			NA		04/23/2001
						To	SR 30 MID										
(617)	0.74	50	R			From	SR 30 EAST					NA			NA		04/23/2001
						To	US 360										
(618)	0.49	1100	G	97%	0%	1%	1%	1%	0%	F	0.105	F	0.679	1100	G	2002	
						To	50-661										
(618)	1.77	1200	G	97%	0%	1%	1%	1%	0%	C	0.105	F	0.657	1200	G	2002	
						From	50-613										
(618)	0.99	1100	G	97%	0%	1%	1%	1%	0%	F	0.113	F	0.637	1100	G	2002	
						To	50-600										
(618)	3.10	700	G	97%	0%	1%	1%	1%	0%	F	0.112	F	0.675	700	G	2002	
						To	50-629 WEST										
(619)	0.06	540	R			From	SR 30					NA			NA		05/14/2001
						To	50-1301										
(619)	2.10	320	R			From	50-670					NA			NA		1992
						To	SR 30 WEST										
(620)	0.50	48	R			From	SR 30 MID					NA			NA		05/07/2001
						To	SR 30 EAST										
(620)	0.50	70	R			From	Dead End					NA			NA		05/07/2001
						To	SR 30										
(621)	0.70	20	R			From	Dead End					NA			NA		03/01/2001
						To	50-600										
(621)	2.09	10	R			From	50-632					NA			NA		03/01/2001
						To	50-633										
(621)	3.80	200	R			From	50-632					NA			NA		05/09/2001
						To	Dead End										
(622)	0.80	80	R			From	50-632					NA			NA		05/19/2001
						To	Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(623)	2.00	70	R			From	50-633					NA			NA		05/09/2001
						To	50-632										
(624)	1.11	20	R			From	50-640					NA			NA		05/07/2001
						To	Dead End										
(625)	0.65	380	R			From	SR 30					NA			NA		05/07/2001
						To	50-634 WEST										
(625)	1.77	220	R			From	50-640					NA			NA		05/07/2001
						To	2.40 MN 50-640										
(625)	1.00	90	R			From	50-626					NA			NA		05/07/2001
						To	50-640										
(625)	1.20	170	G	93%	3%	4%	0%	0%	0%	F	0.093	F	0.571	170	G	2002	
(625)	0.10	170	G	93%	3%	4%	0%	0%	0%	C	0.128	F	0.546	170	G	2002	
(625)	0.61	180	R			From	1.20 MN 05-640					NA			NA		05/07/2001
						To	Cul-de-Sac										
(626)	2.57	160	G	94%	2%	4%	0%	0%	0%	F	0.121	F	0.605	160	G	2002	
(626)	1.00	150	G	94%	2%	4%	0%	0%	0%	C	0.108	F	0.526	150	G	2002	
(626)	0.11	20	R			From	50-625					NA			NA		05/07/2001
						To	50-640										
(627)	0.80	10	R			From	SR 30 WEST					NA			NA		05/09/2001
						To	SR 30 EAST										
(627)	0.20	70	R			From	Dead End					NA			NA		05/09/2001
						To											
(628)	2.18	200	G	96%	0%	2%	0%	2%	0%	F	0.101	F	0.867	200	G	2002	
(628)	2.70	180	G	96%	0%	2%	0%	2%	0%	F	0.129	F	0.596	180	G	2002	
(628)	2.36	230	G	96%	0%	2%	0%	2%	0%	C	0.096	F	0.583	230	G	2002	
(629)	1.80	130	R			From	50-600					NA			NA		04/23/2001
						To	50-632										
(629)	1.62	490	R			From	50-618					NA			NA		03/01/2001
						To	SR 30 EAST										
(629)	1.78	690	G	93%	0%	3%	0%	4%	0%	F	0.11	F	0.605	690	G	2002	
(629)	2.20	2000	G	93%	0%	3%	0%	4%	0%	C	0.096	F	0.608	2000	G	2002	
(630)	1.20	70	R			From	Dead End					NA			NA		05/09/2001
						To	50-632 SOUTH										

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
King William County													
(630)	2.52	130	R			From 50-632 NORTH				NA		NA	05/09/2001
						To SR 30							
(631)	1.40	20	R			From Dead End				NA		NA	05/09/2001
						To SR 30							
(632)	2.60	280	R			From SR 30				NA		NA	05/09/2001
						To 50-630 NORTH							
						From 50-630 SOUTH							
(632)	3.50	200	R							NA		NA	05/09/2001
						To 50-633							
(632)	6.26	220	R			From 50-621				NA		NA	05/09/2001
						To 50-629							
(633)	1.30	420	R			From Dead End				NA		NA	03/01/2001
						To 50-673							
(633)	0.10	9	R			From 92% 0% 3% 1% 4% 0%	C	0.104	F	0.522	210	G	2002
						To 50-626							
(633)	3.05	210	G			From 92% 0% 3% 1% 4% 0%	F	0.095	F	0.769	230	G	2002
						To SR 30							
(634)	4.75	230	G			From Dead End				NA		NA	05/09/2001
						To SR 30 WEST							
(634)	1.90	170	R			From SR 30 EAST				NA		NA	05/07/2001
						To 50-625 WEST							
(634)	1.30	80	R			From 50-625 EAST				NA		NA	05/07/2001
						To Dead End							
(635)	0.70	10	R			From Dead End				NA		NA	05/07/2001
						To SR 30							
(635)	0.40	10	R			From SR 30				NA		NA	05/07/2001
						To 50-645							
Town of West Point													
(636)	0.19	420	R			From 50-702				NA		NA	05/21/2001
						To NCL West Point							
King William County													
(636)	1.70	140	R			From NCL West Point				NA		NA	05/21/2001
						To SR 30 North							
(637)	0.70	40	R			From 50-619				NA		NA	05/14/2001
						To 50-642							
(637)	0.60	40	R			From Dead End				NA		NA	05/14/2001
						To Dead End							
(638)	0.10	10	R			From Dead End				NA		NA	05/03/2001
						To SR 30							
(639)	1.10	100	R			From Dead End				NA		NA	05/01/2001
						To 50-604							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King William County																
(640)	4.82	40	R			From	50-625 EAST					NA		NA	NA	05/07/2001
(640)	1.20	240	R			To	50-625 WEST					NA		NA	NA	05/07/2001
(641)	0.70	30	R			From	SR 30					NA		NA	NA	05/07/2001
(642)	0.50	8	R			To	Dead End					NA		NA	NA	05/14/2001
(643)	0.03	20	R			From	50-642					NA		NA	NA	05/14/2001
(644)	0.85	45	R			To	Dead End					NA		NA	NA	05/03/2001
(645)	1.55	320	R			From	50-636					NA		NA	NA	05/21/2001
(646)	0.93	47	R			To	Dead End					NA		NA	NA	05/09/2001
(647)	1.40	360	R			From	US 360					NA		NA	NA	03/22/2001
(648)	0.15	150	R			To	50-600					NA		NA	NA	04/23/2001
(648)	0.85	120	R			From	SR 30					NA		NA	NA	1998
(649)	0.50	30	R			To	0.15 MN SR 30					NA		NA	NA	05/01/2001
(649)	0.11	30	R			From	Dead End					NA		NA	NA	1998
(650)	1.07	50	R			To	50-605					NA		NA	NA	04/23/2001
(651)	1.00	20	R			From	US 360					NA		NA	NA	05/09/2001
(652)	2.98	490	R			To	SR 30					NA		NA	NA	05/01/2001
(653)	0.65	70	R			From	Dead End					NA		NA	NA	05/01/2001
(654)	2.30	200	R			To	50-632					NA		NA	NA	03/01/2001
(655)	0.50	60	R			From	50-615					NA		NA	NA	03/22/2001
(655)						To	50-604					NA		NA	NA	05/01/2001
(655)						From	Dead End					NA		NA	NA	05/01/2001
(655)						To	50-656					NA		NA	NA	05/01/2001
(655)						From	Dead End					NA		NA	NA	03/01/2001
(655)						To	50-618					NA		NA	NA	03/22/2001
(655)						From	Dead End					NA		NA	NA	03/22/2001
(655)						To	50-600					NA		NA	NA	03/22/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle	1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
King William County															
(656)	0.16	90	R			From	50-615 SOUTH				NA		NA		05/01/2001
						To	50-615 NORTH								
(657)	0.80	7	R			From	Dead End				NA		NA		05/09/2001
						To	50-632								
(658)	0.55	49	R			From	SR 30				NA		NA		03/01/2001
						To	Dead End								
(659)	0.25	40	R			From	Dead End				NA		NA		05/14/2001
						To	50-608								
(660)	0.25	30	R			From	50-632				NA		NA		05/09/2001
						To	Dead End								
(661)	0.86	310	R			From	50-618				NA		NA		05/01/2001
						To	US 360								
(662)	1.14	830	R			From	US 360 WEST				NA		NA		05/14/2001
						To	SR 30								
(662)	0.21	600	R			From	SR 30				NA		NA		05/14/2001
						To	US 360 EAST								
(663)	0.20	3	R			From	50-629				NA		NA		04/23/2001
						To	Dead End								
(664)	1.52	210	R			From	50-629				NA		NA		05/21/2001
						To	Dead End								
(665)	0.24	40	R			From	Dead End				NA		NA		1998
						To	50-600								
(666)	0.72	20	R			From	Dead End				NA		NA		03/01/2001
						To	50-600								
(667)	0.08	60	R			From	US 360				NA		NA		05/14/2001
						To	50-662								
(668)	0.15	9	R			From	50-630				NA		NA		05/09/2001
						To	Dead End								
(669)	0.10	4	R			From	Dead End				NA		NA		05/09/2001
						To	SR 30								
(670)	0.25	110	R			From	50-619				NA		NA		05/14/2001
						To	Dead End								
(671)	0.90	50	R			From	SR 30 SOUTH				NA		NA		05/03/2001
						To	SR 30 NORTH								
(672)	0.35	20	R			From	Dead End				NA		NA		05/09/2001
						To	50-633								
(673)	0.50	60	R			From	END LOOP				NA		NA		1998
						To	50-1401								

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
King William County													
(673)	0.25	110	R			From 50-1401					NA	NA	1998
(673)	0.30	50	R			To 50-1403					NA	NA	1998
(673)	0.30	70	R			To 50-1402					NA	NA	1998
(673)	0.05	20	R			From BEGIN LOOP					NA	NA	1998
(673)	1.00	140	G			From 97% 0% 2% 1% 1% 0%				C 0.121 F 0.778	140 G	2002	
(673)						To 50-1400							
(673)						To 50-633							
(674)	0.20	20	R			From 50-605					NA	NA	05/01/2001
(674)						To Dead End							
(675)	0.21	70	R			From 50-604					NA	NA	1998
(675)						To 50-676							
(676)	0.39	100	R			From 50-604					NA	NA	1998
(676)						To 50-675							
(677)	0.07	250	R			From Dead End					NA	NA	05/14/2001
(677)						To SR 30							
(678)	0.60	9	R			From Dead End					NA	NA	03/01/2001
(678)						To 50-629							
(679)	0.70	30	R			From 50-633					NA	NA	05/14/2001
(679)						To Dead End							
(680)	0.18	50	R			From SR 30					NA	NA	04/23/2001
(680)						To Dead End							
(681)	0.31	30	R			From Dead End					NA	NA	04/23/2001
(681)						To 50-629							
(701)	0.40	30	R			From Dead End					NA	NA	05/17/2001
(701)						To WCL West Point							
Town of West Point													
(701)	0.20	60	R			From WCL West Point					NA	NA	05/17/2001
(701)						To 50-626							
(701)	0.58	820	G			From 95% 0% 2% 0% 3% 0%				C 0.092 F 0.603	820 G	2002	
(701)						To SR 30							
(702)	0.07	300	R			From SR 30					NA	NA	05/21/2001
(702)						To 50-636							
(1000)	0.28	140	R			From 50-1013 NORTH					NA	NA	1998
(1000)						To 50-1013 SOUTH							
(1001)	0.50	150	R			From 50-1002					NA	NA	03/14/2001
(1001)						To Dead End							
(1002)	0.20	360	R			From 50-1010					NA	NA	03/14/2001
(1002)						To SR 30							

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1002)	1.02	1200	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.521	1200	G	2002	
(1002)	0.09	40	R		From	SR 30								NA		NA	03/14/2001
(1003)	1.05	1100	G	97%	1%	1%	0%	1%	0%	C	0.101	F	0.566	1100	G	2002	
(1003)	0.30	700	G	97%	1%	1%	0%	1%	0%	F	0.105	F	0.572	700	G	2002	
(1003)	0.75	580	G	97%	1%	1%	0%	1%	0%	F	0.109	F	0.515	580	G	2002	
(1003)	0.28	770	R		From	50-1004								NA		NA	03/14/2001
(1003)	0.15	100	R		From	50-1006								NA		NA	03/14/2001
(1003)	0.24	48	R		From	50-1002								NA		NA	03/14/2001
(1004)	0.70	980	R		From	50-1014								NA		NA	03/14/2001
(1004)	0.20	840	R		From	NCL West Point								NA		NA	03/14/2001
(1005)	0.45	200	R		From	50-1002								NA		NA	03/14/2001
(1005)	0.20	80	R		From	50-1006								NA		NA	03/14/2001
(1006)	0.93	1500	G	99%	0%	1%	0%	0%	0%	C	0.105	F	0.615	1500	G	2002	
(1007)	0.13	130	R		From	50-1003								NA		NA	05/16/2001
(1007)	0.20	200	R		From	50-1108								NA		NA	05/16/2001
(1007)					To	SR 30								NA		NA	05/16/2001
(1008)	0.20	410	R		From	Dead End								NA		NA	05/16/2001
(1009)	0.16	60	R		From	SR 30								NA		NA	05/16/2001
(1009)	0.06	1000	R		From	Dead End								NA		NA	05/16/2001
(1010)	0.25	380	R		From	SR 30								NA		NA	05/17/2001
(1010)	0.40	410	R		From	50-701								NA		NA	05/17/2001
(1011)	0.05	110	R		From	50-1002								NA		NA	05/17/2001
(1011)					To	SR 30								NA		NA	05/17/2001
(1011)					From	50-1002								NA		NA	05/17/2001
(1011)					To	Dead End								NA		NA	05/17/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of West Point																
(1012)	0.13	150	R			From	50-1108					NA		NA	NA	05/16/2001
						To	SR 30 BERKLEY ST									
(1013)	0.50	100	R			From	Dead End					NA		NA	NA	1998
						To	50-701									
(1013)	0.33	410	R			From	50-1026					NA		NA	NA	05/17/2001
						To										
(1014)	0.10	350	R			From	50-1003					NA		NA	NA	1998
						To	50-1032									
(1014)	0.17	140	R			From	50-1015					NA		NA	NA	1986
						To										
(1015)	0.17	120	R			From	50-1014					NA		NA	NA	1998
						To	50-1034									
(1016)	0.05	8	R			From	50-1009					NA		NA	NA	05/16/2001
						To	Dead End									
(1017)	0.06	20	R			From	50-1009					NA		NA	NA	05/16/2001
						To	Dead End									
(1018)	0.07	30	R			From	Dead End					NA		NA	NA	1998
						To	50-701									
(1019)	0.10	120	R			From	50-701					NA		NA	NA	1998
						To	50-1020									
(1020)	0.08	40	R			From	Dead End					NA		NA	NA	1998
						To	50-1019									
(1020)	0.08	60	R			From	50-1019					NA		NA	NA	1998
						To	Dead End									
(1021)	0.07	150	R			From	SR 30					NA		NA	NA	05/16/2001
						To	50-1025									
(1022)	0.12	80	R			From	50-1108					NA		NA	NA	05/16/2001
						To	SR 30									
(1023)	0.13	120	R			From	50-1108					NA		NA	NA	05/16/2001
						To	SR 30 FORT ST									
(1024)	0.12	100	R			From	50-1108					NA		NA	NA	05/16/2001
						To	SR 30									
(1024)	0.12	60	R			From	50-1006					NA		NA	NA	05/16/2001
						To										
(1025)	0.08	70	R			From	50-1021					NA		NA	NA	05/16/2001
						To	Dead End									
(1026)	0.17	170	R			From	50-701					NA		NA	NA	1998
						To	50-1028									
(1026)	0.11	80	R			From	50-1027					NA		NA	NA	1998
						To										

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Town of West Point													
(1026)	0.02	130	R			From 50-1027				NA	NA	NA	1986
(1026)	0.14	70	R			To 50-1013				NA	NA	NA	1998
(1027)	0.06	40	R			From Dead End				NA	NA	NA	1998
(1028)	0.06	60	R			To 50-1026				NA	NA	NA	1998
(1029)	0.08	200	R			From 0.08 MN 50-1002				NA	NA	05/17/2001	
(1029)	0.21	90	R			To 50-1002				NA	NA	NA	03/14/2001
(1030)	0.28	150	R			From 50-1005				NA	NA	NA	03/14/2001
(1030)	0.29	170	R			To 50-1004				NA	NA	NA	03/14/2001
(1031)	0.11	170	R			From 50-1003				NA	NA	NA	1998
(1032)	0.12	70	R			To 50-1032				NA	NA	NA	1998
(1032)	0.04	60	R			From 50-1014				NA	NA	NA	03/14/2001
(1032)						To 50-1031				NA	NA	NA	03/14/2001
(1033)	0.22	190	R			From 50-1006				NA	NA	NA	1998
(1034)	0.08	40	R			To Cul-de-Sac				NA	NA	NA	03/14/2001
(1034)						From Dead End				NA	NA	NA	03/14/2001
(1036)	0.14	130	R			To 50-1015				NA	NA	NA	03/14/2001
(1036)						From 50-1014				NA	NA	NA	03/14/2001
(1037)	0.16	200	R			To 50-1034				NA	NA	NA	03/14/2001
(1037)						From Dead End				NA	NA	NA	1998
(1038)	0.12	70	R			To 50-1004				NA	NA	NA	1998
(1038)						From Dead End				NA	NA	NA	1998
(1039)	0.16	90	R			To 50-1006				NA	NA	NA	03/14/2001
(1040)	0.13	70	R			From 50-1014				NA	NA	NA	03/14/2001
(1040)						To Dead End				NA	NA	NA	03/14/2001
(1045)	0.11	40	R			From Dead End				NA	NA	NA	1998
(1045)						To 50-1003				NA	NA	NA	1998
(1101)	0.22	980	R			From SR 33				NA	NA	NA	03/14/2001
(1101)						To 50-1114				NA	NA	NA	03/14/2001

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Town of West Point													
(1101)	0.29	310	R			From: 50-1114				NA		NA	03/14/2001
						To: 50-1120							
(1102)	0.06	220	R			From: Dead End				NA		NA	1998
(1102)	0.08	280	R			From: SR 296				NA		NA	1998
(1102)	0.03	260	R			From: 50-1129				NA		NA	1998
(1102)	0.02	80	R			From: 0.03 ME 05-1129				NA		NA	1998
						SR 298							
(1102)						To: Dead End				NA		NA	1998
(1103)	0.05	60	R			From: Dead End				NA		NA	1998
(1103)	0.17	250	R			From: SR 296				NA		NA	1998
(1103)	0.06	60	R			From: SR 298				NA		NA	1998
(1104)	0.09	120	R			From: Dead End				NA		NA	1998
(1104)	0.17	250	R			From: SR 298				NA		NA	1998
(1104)	0.02	30	R			From: SR 296				NA		NA	1998
(1104)						To: Dead End							
(1105)	0.03	2	R			From: Dead End				NA		NA	05/17/2001
(1105)	0.17	360	R			From: 50-1107				NA		NA	1998
(1105)	0.02	20	R			From: SR 298				NA		NA	1998
(1106)	0.08	180	R			From: Dead End				NA		NA	1998
(1106)	0.17	340	R			From: 50-1107				NA		NA	1998
(1106)	0.08	200	R			From: SR 298				NA		NA	1998
(1107)	0.21	220	R			From: Dead End				NA		NA	1998
(1107)						To: SR 298							
(1107)	0.06	2	R			From: SR 298; KIRBY STREET				NA		NA	05/17/2001
(1107)	0.23	1000	R			From: 50-1110				NA		NA	1998
(1108)	0.12	600	R			From: SR 296				NA		NA	1998
(1108)	0.19	70	R			From: SR 30				NA		NA	1998
						To: 50-1118							
(1108)						From: 50-1022				NA		NA	1998

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Route	Length	AADT	QA	4Tire	Bus	Truck	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail				
Town of West Point													
(1108)	0.12	20	R			From 50-1022				NA		NA	1998
						To 50-1007							
(1109)	0.23	450	R			From 50-1121				NA		NA	1998
						To SR 298							
(1110)	0.09	270	R			From 50-1107				NA		NA	1998
						To 50-1129				NA		NA	1998
(1110)	0.08	340	R			From SR 298				NA		NA	1998
						To Dead End							
(1111)	0.25	230	R			From Dead End				NA		NA	1998
						To 50-1109							
(1112)	0.03	10	R			From Dead End				NA		NA	1998
						To 50-1107							
(1112)	0.16	130	R			From 50-1107				NA		NA	1998
						To 50-1109							
(1112)	0.05	7	R			From 50-1109				NA		NA	1998
						To Dead End							
(1113)	0.15	90	R			From SR 30				NA		NA	1998
						To 50-1127							
(1114)	0.15	320	R			From SR 30				NA		NA	1998
						To 50-1127							
(1115)	0.15	130	R			From SR 30				NA		NA	1998
						To 50-1127							
(1116)	0.16	260	R			From SR 30				NA		NA	1998
						To 50-1127							
(1117)	0.16	160	R			From 50-1107				NA		NA	1998
						To 50-1109							
(1118)	0.08	45	R			From Dead End				NA		NA	1998
						To 50-1108							
(1118)	0.07	440	R			From 50-1108				NA		NA	04/03/2001
						To SR 30							
(1118)	0.14	150	R			From SR 30				NA		NA	04/03/2001
						To 50-1127							
(1119)	0.14	110	R			From SR 30				NA		NA	04/03/2001
						To 50-1127							
(1120)	0.08	290	R			From SR 30				NA		NA	04/03/2001
						To 50-1101							
(1120)	0.08	60	R			From 50-1101				NA		NA	04/03/2001
						To Dead End							
(1121)	0.08	190	R			From Dead End				NA		NA	05/17/2001
						To 50-1107							
(1121)	0.08	190	R			From 50-1107				NA		NA	05/17/2001
						To 50-1129							

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of West Point																	
(1121)	0.08	220	R			From	50-1129					NA		NA	NA	05/17/2001	
						To	50-1109										
(1122)	0.08	130	R			From	Dead End					NA		NA	NA	04/03/2001	
(1122)	0.08	990	R			From	50-1108					NA		NA	NA	04/03/2001	
(1122)	0.13	500	R			From	SR 30					NA		NA	NA	04/03/2001	
(1122)	0.02	70	R			From	50-1127					NA		NA	NA	04/03/2001	
						To	Dead End										
(1123)	0.16	210	R			From	50-1107					NA		NA	NA	05/17/2001	
(1123)	0.02	80	R			From	SR 298					NA		NA	NA	05/17/2001	
						To	Dead End										
(1124)	0.09	40	R			From	Dead End					NA		NA	NA	03/14/2001	
						To	50-1001										
(1125)	0.08	170	R			From	SR 30					NA		NA	NA	1998	
(1125)	0.06	48	R			From	50-1101					NA		NA	NA	1998	
						To	Dead End										
(1126)	0.02	10	R			From	Dead End					NA		NA	NA	03/14/2001	
(1126)	0.05	30	R			From	SR 296					NA		NA	NA	03/14/2001	
						To	Dead End										
(1127)	0.02	160	R			From	Dead End					NA		NA	NA	04/03/2001	
(1127)	0.22	520	R			From	SR 33					NA		NA	NA	04/03/2001	
						To	50-1114										
(1127)	0.18	380	R			From	50-1116					NA		NA	NA	04/03/2001	
						To	Dead End										
(1128)	0.05	50	R			From	SR 298					NA		NA	NA	05/17/2001	
						To	Dead End										
(1129)	0.23	930	R			From	50-1121					NA		NA	NA	05/17/2001	
(1129)	0.10	1100	R			From	SR 298					NA		NA	NA	05/17/2001	
						To	50-1106										
(1129)	0.17	2000	R			From	SR 296					NA		NA	NA	05/17/2001	
						To	50-1106										
(1129)	0.23	2800	G	97%	0%	1%	1%	0%	0%		C	0.096	F	0.53	2800	G	2002
						To	SR 33										
(1130)	0.20	250	R			From	SR 33					NA		NA	NA	03/14/2001	
						To	Dead End										

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						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(1201)	0.05	50	R			From	Dead End					NA		NA	NA	1998	
(1201)	0.51	100	R			To	50-1203					NA		NA	NA	1998	
(1201)	0.24	130	R			From	50-1202					NA		NA	NA	1998	
(1202)	0.09	50	R			To	50-611					NA		NA	NA	1998	
(1203)	0.24	110	R			From	50-611					NA		NA	NA	1998	
(1205)	0.16	NA				From	50-00600(B)/					NA		NA	NA		
(1206)	0.21	160	R			To	Cul-de-Sac/					Cul-de-Sac		NA	NA	1998	
(1210)	0.37	80	R			From	Cul-de-Sac					NA		NA	NA	1998	
(1211)	0.04	30	R			To	50-647					NA		NA	NA	1998	
(1211)	0.30	110	R			From	50-1211					NA		NA	NA	1998	
(1211)	0.09	30	R			To	US 360; 50-662					NA		NA	NA	1998	
(1212)	0.07	8	R			From	50-1210					NA		NA	NA	1998	
(1212)	0.30	110	R			To	50-1212					NA		NA	NA	1998	
(1212)	0.09	30	R			From	50-1211					NA		NA	NA	1998	
(1213)	0.07	6	R			To	50-1213					NA		NA	NA	1998	
(1213)	0.07	6	R			From	Cul-de-Sac					NA		NA	NA	1998	
(1216)	0.42	250	R			To	50-1212					NA		NA	NA	1998	
(1217)	0.11	60	R			From	50-606					NA		NA	NA	1998	
(1217)	0.12	30	R			To	50-1217					NA		NA	NA	1998	
(1217)	0.11	60	R			From	Dead End					NA		NA	NA	1998	
(1217)	0.12	30	R			To	50-1216					NA		NA	NA	1998	
(1220)	0.28	130	R			From	Dead End					NA		NA	NA	1998	
(1220)	0.28	130	R			To	50-600					NA		NA	NA	1998	
(1223)	1.18	890	R			From	BEGIN LOOP					NA		NA	03/14/2001		
(1223)	1.18	890	R			To	END LOOP					NA		NA	NA	03/14/2001	
(1224)	0.26	80	R			From	50-608; 50-659					NA		NA	NA	03/14/2001	
(1224)	0.26	80	R			To	Cul-de-Sac					NA		NA	NA	03/14/2001	
(1225)	0.12	400	R			From	SR 30					NA		NA	NA	1998	
(1225)	0.12	400	R			To	50-1226					NA		NA	NA	1998	

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
(1225)	0.17	340	R			From	50-1226					NA		NA	NA	1998
(1225)	0.34	70	R			To	50-1227					NA		NA	NA	1998
(1226)	0.09	20	R			To	Cul-de-Sac					NA		NA	NA	1998
(1226)	0.11	20	R			From	Dead End					NA		NA	NA	1998
(1227)	0.35	120	R			To	50-1225					NA		NA	NA	1998
(1227)	0.45	140	R			From	Dead End					NA		NA	NA	1998
(1228)	0.15	100	R			To	50-1230					NA		NA	NA	1998
(1228)	0.16	390	R			From	50-1229					NA		NA	NA	1998
(1229)	0.12	140	R			To	Dead End					NA		NA	NA	1998
(1230)	0.84	500	R			From	Cul-de-Sac					NA		NA	NA	1998
(1230)	0.05	400	R			To	50-1228					NA		NA	NA	1998
(1231)	0.11	120	R			From	50-1223					NA		NA	NA	1998
(1231)	0.17	100	R			To	50-1230					NA		NA	NA	1998
(1232)	0.08	40	R			From	Cul-de-Sac					NA		NA	NA	1998
(1233)	0.41	120	R			To	50-1231					NA		NA	NA	1998
(1234)	0.13	5	R			From	Cul-de-Sac					NA		NA	NA	05/14/2001
(1235)	0.10	640	R			To	50-1239					NA		NA	NA	1998
(1235)	0.23	470	R			From	50-1236 SOUTH					NA		NA	NA	1998
(1235)	0.30	280	R			To	50-1236 NORTH					NA		NA	NA	1998
(1236)	0.45	140	R			From	50-1235 SOUTH					NA		NA	NA	1998
(1236)	0.13	60	R			To	50-1235 NORTH					NA		NA	NA	05/14/2001

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						2Axle	3+Axle	1Trail	2Trail							
King William County																
(1237)	0.12	200	R			From	50-605					NA		NA	NA	1998
						To	50-1238									
(1238)	0.32	130	R			From	50-1237					NA		NA	NA	1998
						To	Cul-de-Sac									
(1239)	0.17	49	R			From	50-1235					NA		NA	NA	1998
						To	Cul-de-Sac									
(1240)	0.18	70	R			From	SR 30					NA		NA	NA	05/14/2001
						To	50-611									
(1241)	0.09	330	R			From	SR 30					NA		NA	NA	03/22/2001
						To	50-1242 SOUTH									
(1241)	0.12	240	R			From	50-1242 MID					NA		NA	NA	03/22/2001
						To	50-1242 NORTH									
(1241)	0.08	210	R			From	50-1242 NORTH					NA		NA	NA	03/22/2001
						To	50-611									
(1242)	0.37	80	R			From	50-1241 MID					NA		NA	NA	03/22/2001
						To	50-1241 SOUTH									
(1242)	0.21	70	R			From	50-1241 NORTH					NA		NA	NA	03/22/2001
						To	50-01223(B)/									
(1243)	0.14	NA				From	50-01223(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1244)	0.18	NA				From	50-01223(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1245)	0.49	NA				From	50-01244(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1246)	0.07	NA				From	Cul-de-Sac/					NA		NA	NA	
						To	50-01245(B)/									
(1247)	0.03	NA				From	50-01245(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1301)	0.21	80	R			From	SR 30 WEST					NA		NA	NA	05/14/2001
						To	50-619									
(1301)	0.21	110	R			From	SR 30 EAST					NA		NA	NA	05/14/2001
						To	Dead End									
(1400)	0.68	60	R			From	50-673					NA		NA	NA	1998
						To	50-673									
(1401)	0.35	70	R			From	50-673					NA		NA	NA	1998
						To	Cul-de-Sac									
(1402)	0.30	70	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	50-673									

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						2Axle	3+Axle	1Trail	2Trail								
King William County																	
(1403)	0.30	8	R			From	Cul-de-Sac					NA		NA		NA	1998
						To	50-673										
Town of West Point																	
(9205)	0.11	380	R			From	50-1006					NA		NA		05/16/2001	
						To	WEST PT SCHOOLS										
King William County																	
(9214)	0.19	320	R			From	SR 30					NA		NA		05/16/2001	
						To	KING WILLIAM HS										
Town of West Point																	
(9406)	0.11	390	R			From	50-1004					NA		NA		05/16/2001	
						To	W POINT HS										
King William County																	
(9407)	0.05	90	R			From	50-1006					NA		NA		1998	
						To	50-1006										
King William County																	
(9466)	0.14	270	R			From	SR 30					NA		NA		1998	
						To	SR 30										